



MARAD Update



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Cadets of Texas Maritime Academy's *Texas Clipper II* Rescue Man at Sea

Cadets and crew aboard the Training Ship *Texas Clipper II* received real-world experience on Sunday, July 10, when they rescued a man from a disabled 35-foot motor yacht.

In force-seven sea conditions due to Hurricane Dennis, with 13- to 16-foot seas and winds gusting over 30 knots, a weak "Mayday, Mayday" was heard on the VHF radio by Mate Wade Howell.



The Texas Clipper II at night.

Training Ship *Texas Clipper II* is the Texas Maritime Academy's 394-foot training vessel, and is owned by the Maritime Administration.

"The vessel in distress, the *Maineship Fugitive*, had been at sea for over eight days and had been adrift for the past three days," stated Capt. Sam Stephenson, master of the *Texas Clipper II*.

The *Maineship Fugitive* had departed Titusville, Florida, heading to Chub Cay in the Bahamas with one passenger aboard, James Lichlyter of Florida.

"The vessel had lost battery and electrical power, and did not have operational engines; therefore, Mr. Lichlyter did not know his position," noted Stephenson.

The crew on watch asked a series of questions to help locate the ill-fated boat, and Lichlyter was able to identify an unlit brown structure through the haze. Cadets identified the structure as the Great Isaac Lighthouse, an abandoned lighthouse in the Bahamas, approximately 11 nautical miles from the *Texas Clipper II*.

The cadets instructed Mr. Lichlyter to fire off flares, but they still could not locate the *Maineship Fugitive*'s position. Finally, Mr. Lichlyter saw a container ship on the horizon, and the crew was able to locate the yacht's position.

As the seas continued churning, the *Texas Clipper II* came alongside the *Maineship Fugitive* leaving it on the port side to create a lee (shelter from the wind). A line was secured to the bow of the *Maineship Fugitive*, and Lichlyter climbed the pilot ladder to the *Texas Clipper II* and safety.

"Other than severe sunburn, being very tired, and hungry, he appears to be in good health," stated Capt. Stephenson.

"Our crew and cadets are to be commended for a job well done," said Stephenson. They did an

outstanding job in making this rescue safe and successful, and everyone completed their duties with the utmost precision."

Texas A&M University at Galveston hosts the Texas Maritime Academy, one of six state academies in the United States and the only academy in the Gulf Coast.



James Lichlyter (left) and Captain Sam Stephenson, Master of the Texas Clipper II, aboard the Texas Clipper II after Mr. Lichlyter's rescue at sea by the cadets of the Texas Clipper II.

News From North Atlantic Region—

Honoring U.S. Merchant Seafarers During National Maritime Day Observances in New York City

The Maritime Administration's North Atlantic Regional Office coordinated and participated in National Maritime Day activities in the Port of New York and New Jersey on Monday, May 23. The Executive Director of the Seamen's Church Institute; World War II Merchant Marine Veterans; senior members of the Port Authority of New York and New Jersey; the U.S. Coast Guard Captain of the Port; New York City and industry officials; along with the Regional Director and Maritime Program Specialist attended a Seafarers Memorial Service at Trinity Church in Manhattan.

Following the service, the group then proceeded in a ceremonial procession down Broadway to the seawall in Battery Park in Lower Manhattan for a wreath-laying ceremony at the American Merchant Mariners Memorial. Everyone mustered at the Seamen's Church Institute for a luncheon, which included speeches honoring seafarers and World War II music. Joining in the activities were the U.S. Merchant Marine Academy Color Guard, bugler, and Midshipman Jeanne Ferrer, who addressed the group on her worldwide oceangoing experiences. In addition, four high school students from the New York Harbor School spoke to the seafarers.



U.S. Merchant Marine Veterans prepare to cast a ceremonial wreath into New York Harbor at the U.S. Merchant Marine Memorial as part of National Maritime Day ceremonies honoring the lost seafarers of World War II.

One Nation, One Moment **National Moment of Remembrance**

At 3:00 p.m., world-wide, on Memorial Day, May 30, Americans paused to remember the sacrifices of the fallen, from the Revolutionary War to the present, including members of the Armed Forces and the U.S. Merchant Marine.



*Photo by Captain Laurence V. Wade,
USMS, Master of the TS State of Maine*

The Training Ship *State of Maine* observed a moment of silence at 1500 hours, followed by eight bells, and a rendition of the hymn *Eternal Father*, sometimes known as the Navy Hymn. The TS *State of Maine* is the Maine Maritime Academy's training vessel, and is owned by the Maritime Administration. It is currently on a training voyage, and was en route from Aruba to the Bahamas via the Equator.

Upcoming Events

U.S. Maritime Security Expo
New York City
September 20-21, 2005
Contact: www.maritimesecurityexpo.com

AAPA Annual Convention
Tampa, Florida
October 23-27, 2005
Contact: (703) 684-5700

SOCp Meeting
Elizabeth, NJ
November 8-10, 2005
Contact: www.socp.org

If you know of an upcoming event you would like published in the *MARAD Update*, please submit it to Ella Thomas at ella.thomas@dot.gov.

A Sea Story —

Maritime Administration's SS Cape Intrepid

**By Captain Maik Darley, USMS
Master of the SS Cape Intrepid**

Maritime Administration (MARAD) personnel have long enjoyed a special kinship with the mariners who operate our vessels. Captain Darley was the Master of the SS Cape Intrepid during its long voyage in support of Operation Iraqi Freedom. Captain Darley shares with us some of the special challenges of supporting the global war on terrorism. He is employed by Crowley Liner Services, one of MARAD's ship management companies that operates the Reade Reserve Force.

In January 2003, the SS Cape Intrepid sailed around the world eastbound, passing through both the Panama and Suez Canals. This voyage necessitated advancing the clocks continually throughout the trip, the result being that the crew became one day older by journey's end. The crew of the Intrepid was intent on getting that day back, regardless of the consequences, and in November 2004, they got their chance.

This fine vessel has nearly completed her westbound voyage, wherein the clocks were continually turned back. The homesick ship nears her day of reckoning to complete her 43,099-nautical-mile passage; thereby, successfully circumnavigating the globe twice, in as many years.

This accolade did not come easily, as the vessel was diverted certainly more than once over the 201 days that transpired during the mission. She crossed not only both the International Date Line and the Prime Meridian, but passed over the equator no fewer than

four times this trip. To even the hardened shellbacks*, this is an endeavor worthy of mention, and not to be trifled with by mere pollywogs**, who have never or may never cross the line. I'm talking about an expedition that ranged from just above the Tropic of Capricorn to only 10 degrees of Latitude from the Arctic Circle.



An Army landing craft (foreground) from the 385th Transportation Battalion heads for shore with its cargo as it passes SS Cape Intrepid, one of MARAD's Ready Reserve Force roll-on/roll-off vessels, in Port Townsend Bay, Washington, during Exercise Seahawk '02.

There were but two crew members to complete the trip in its entirety, Mr. Abdulrahmen Alokaish and Mr. Kenneth Hall. One other of the crew, Mr. James Smartt, 78 years young and high man overtime for the unlicensed engine department, had to be dragged off the ship due to a slight medical condition.

Born before the Great Depression, Mr. Smartt was accustomed to hard-ship, and not a word of

complaint or dismay did I hear either from or about him during my tenure. I can only hope that when I reach that great epoch in my lifespan, I can still hit the deck after what would be 61 years at sea, having begun my seafaring career at the ripe old age of 17. We are tired now, and long for our loved ones. And they long for us. To taste, smell, feel, and touch the novelties that beckons us back to the shore, that is our reward. And we will return having known it was a commendable feat that will not go unnoticed.

*Note for Landlubbers: *A shellback is a sailor who has crossed the equator. A shellback is also known as an old sailor who has a vast knowledge of seamanship and who is able to pass on his knowledge. The name also came from being at sea so long seashells grew on the sailor's back.*

***A pollywog is a sailor who has never crossed the equator.*

Bittersweet Day for United States Merchant Marine Academy's Class of 2005

By Martin Skrocki, Public Information Officer, USMMA

The U.S. Merchant Marine Academy's Class of 2005, also labeled the Class of 9/11 because its members arrived at Kings Point just weeks before the terrorist attack on the World Trade Center, graduated on June 20.

The 219 members of this class sat under sunny skies and listened to U.S. Veterans Affairs Secretary R. James Nicholson and U.S. Transportation Secretary Norman Mineta laud the graduates for their sense of duty and for their role in the war on terrorism.

The 2005 class had a special connection to the events of 9/11. As plebes, they watched from a vantage point on the Kings Point campus as the twin towers burned and collapsed. Just hours later, 18 members of the class joined some 70 other upper classmen and mounted a nine-day relief mission in New York Harbor aboard Academy small craft. They tirelessly ferried police, firefighters, medical personnel, and supplies from points around the harbor to Ground Zero.

In the four years that followed, some 30 members of the class participated in sea training assignments on U.S. merchant ships carrying supplies to support Operation Enduring Freedom in Afghanistan and Operation Iraqi Freedom.

"People come to service academies with ideas about what they want to do



Hats Up in the Air

Photo Courtesy of the USMMA

with their lives," says graduate Gerald Fortuna, 22, of Penn Yang, New York. "But after 9/11, things changed for a lot of us."

Thirty-three of the June graduates were commissioned for active duty in the Armed Forces: 15 in the U.S. Navy, two in the Marine Corps; nine in the Coast Guard; three in the Air Force; and four

in the Army. One graduate entered the National Oceanic and Atmospheric Administration. The rest of the graduates were commissioned in the U.S. Naval Reserve.

The class of 2005 included 29 women and four international students from the Republic of Panama.

MARAD Update

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